



CITY OF
ISSAQUAH
DEVELOPMENT SERVICES

**CITY OF ISSAQUAH
DEVELOPMENT SERVICES DEPARTMENT
HEARING EXAMINER**

**Staff Report
Inneswood Preliminary Plat**

March 25, 2015

APPLICATION: PP13-00003

PROJECT: Inneswood Estates Preliminary Plat

OWNER/APPLICANT: Bob Wenzel
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REQUEST: Preliminary plat application to subdivide a 6.4 acre site into 10 single family residential lots and a separate 3.5 acre steep slope/tree retention tract.

LOCATION: The project site address is 905 Newport Way NW. The site is located east of the 900 block of NW Inneswood Pl and NW Honeywood Court, west of Newport Way NW, north of NW Everwood Drive, and south of NW Pickering St. See Vicinity Map, Exhibit 2.

KC TAX PARCEL NUMBER: 2824069011

SITE AREA: 6.4 acres

COMPREHENSIVE PLAN: “Low Density Residential”
The site is located within the “Squak Mountain” Subarea of the Comprehensive Plan.

EXISTING ZONING: SF-S (Single-Family Suburban)

BACKGROUND:

June 3, 1985: The property was annexed into the City of Issaquah, Ord. 1671

February 15, 2012: Pre-Application meeting, PLN12-00003.

November 14, 2012: A Community Conference meeting was held with the Development Commission regarding the proposed subdivision at the top of the hill and a multifamily project at the bottom of the hill. PLN12-00049.

February 14, 2013: Certificate of Transportation Concurrence issued. Certificate No. CON13-00001.

May 1, 2013: Application for Preliminary Plat submitted.

June 21, 2013: Preliminary Plat application determined to be complete.

June 28, 2013: Notice of Application issued. The notice of application mailed to surrounding property owners.

December 4, 2013: Neighborhood Meeting held for Preliminary Plat at City Hall Northwest.

May 13, 2014: Revised Environmental Checklist received for Preliminary Plat.

October, 2014: Inneswood Short Plat (SP13-00002) recorded with King County.

December 31, 2014: SEPA Mitigated Determination of Nonsignificance (MDNS) issued.

January 12, 2015: Updated Certificate of Transportation Concurrence issued, Certificate No. CON13-00001 (from 9 lots to 10 lots).

PUBLIC NOTIFICATION:

June 28, 2013: Notice of Application mailed to property owners within 300 feet.

August 28, 2013: Property posted with sign “Notice of Proposed Land Use Action.”

November 21, 2013: Notice of Neighborhood Meeting (December 4, 2013)

December 31, 2014: SEPA Determination published in Issaquah Press.

March 12, 2015: Notice of preliminary plat public hearing sent to property owners within 300 feet and parties of record.

March 18, 2015: Preliminary plat public hearing notice published in Issaquah Press.

Affidavits of mailed notices and of legal notices in Issaquah Press are in the Preliminary Plat file, and provided as Exhibit 9.

EXISTING SITE CONDITIONS:

The site is currently undeveloped and densely forested with a mix of native deciduous and coniferous trees. The upper or west portion of the site proposed for development (Parcel A) is moderately sloped (less than 10%) and the east portion of the site slopes steeply to the east at approximately 30 to 50 percent (Tract A). The elevation of the site ranges from 216 feet in the southwest corner to 120 feet along the east edge of the site.

SURROUNDING LAND USES:

North: Undeveloped, including steep slope/tree retention tract. To the northwest is single family residential development and the Pickering Hills neighborhood.

South: Single family residential, Morgan’s View.

East: Undeveloped, steep slope/tree retention tract, Newport Way NW.

West: Single family residential, The Woods/Inneswood neighborhood.

PROJECT DESCRIPTION:

Preliminary plat application to subdivide a 6.4 acre site into 10 single-family residential lots and a separate 3.5 acre steep slope/tree retention tract. Residential lot sizes range between 8,312 SF and 14,140 SF.

The site includes 1.8 acres of steep slope critical areas (greater than 40% slopes) and the applicant has provided supporting geotechnical information to reduce the steep slope buffer from 50 feet to 10 feet, plus a 15-foot building setback. The steep slope buffer reduction is allowed under the City’s critical area regulations (IMC 18.10.580). The applicant submitted a geotechnical report to evaluate the steep slope buffer reduction and the City required an independent peer review of the applicant’s geotechnical report. The steep slopes are protected in a separate tract (Tract A); the tract also includes tree retention outside the steep slope buffer.

Stormwater would be piped downslope through the steep slope/tree retention tract to a stormwater detention vault located along Newport Way NW.

The residential lots would be accessed from a public street off NW Inneswood Pl. The plat also includes a street connection north to NW Pickering Street (Pickering Hills plat), providing a secondary access to Newport Way NW.

REVIEW PROCESS:

The Issaquah Municipal Code (IMC) Section 18.04.490 states that Preliminary Plats shall be reviewed through a Level 4 review process and that the Hearing Examiner shall hold a public hearing and make the final decision.

After approval of a preliminary plat, the applicant may apply for construction permits to construct the roads, utilities and grading of the lots. A final plat review will follow after subdivision infrastructure has been installed or bonded for prior to recordation. Final plats also require the approval of the Hearing Examiner. After the final plat is recorded, single family building permits may then be issued for individual lot construction.

CITY DEPARTMENT REVIEW:

Application materials have been reviewed by City staff and departments including Fire, Police, Building, Parks, Engineering, and Public Works Operations. Their comments have been incorporated into this staff report, and their additional review will be required for construction and building permits.

PRELIMINARY PLAT REVIEW:

1. Comprehensive Plan and Zoning

The site is designated as “Low Density Residential” (LDR) in the Comprehensive Plan and is located in the “Squak Mountain” subarea. The purpose and intent of the LDR designation is:

....to provide a variety of housing types and densities within a full range of urban services. The primary use in this designation is housing. The appropriate density of the individual residential zoning districts is based on the availability of urban services and the proximity to local streets, arterials and pedestrian access. Those areas with critical areas shall be appropriate for low density residential, with the intent to protect environmentally critical areas from impacts associated with more intensive development. These environmentally critical areas are valued as a community resource, both for conservation purposes and public enjoyment; provided, that the environmentally critical areas are protected, low density single family residential use may be appropriate.

The proposed single-family residential subdivision is consistent with the Comprehensive Plan designation. Urban services are available to the site, access proximate to local streets, and steep slope critical areas are protected.

The property is located in the Single-Family Suburban (SF-S) zoning district. The purpose of the SF-S zone is:

The primary purpose of this district is to provide for single family neighborhoods in an urban setting while buffering these neighborhoods from commercial services. Permitted uses include detached single family homes. Recreational uses which serve the neighborhood are also permitted as governed by the Table of Permitted Land Uses; provided, that traffic and other related impacts are not detrimental to the district. In addition to the objectives stated in

the Purpose and Intent section of this chapter, the following objectives also apply to this district:

- 1. Establish and preserve residential neighborhoods for detached single family units free from other uses except those which are compatible with, and serve the residents of, this district;*
- 2. Discourage through arterial traffic which does not serve the affected single family neighborhoods; and*
- 3. Provide opportunity for single family residential development in areas served by public and urban services.*

The proposed single-family residential subdivision is consistent with the purpose of the SF-S zone; it is compatible with surrounding residential densities and proximate to urban services.

The proposed subdivision is adjacent to existing single-family development; The Woods and Morgan's View subdivisions were constructed in the 1980s-90s. New residences would not directly abut the yards of existing residences in most cases; the new street would be constructed along the side yards of existing residences. The new public street terminates into an access easement to serve Lots 9 and 10. The access easement abuts the backyards of two lots on NW Honeywood Ct. The driveway and improvements within the access easement would allow an opportunity to provide a landscape buffer to reduce impacts of the development on the privacy of the two lots on NW Honeywood Ct. The applicant shall provide a 15-foot wide landscape buffer along the west edge of the access easement in order to mitigate development impacts on the abutting properties.

2. Subdivisions – IMC Chapter 18.13

The proposal complies with the preliminary plat requirements of the Subdivision Chapter. The preliminary plat met the application submittal requirements. A pre-application meeting (PLN12-00003, February 15, 2012), a Community Conference public meeting with the Development Commission (PLN12-00049, November 14, 2012), and a public Neighborhood Meeting (December 4, 2013) were held. Under IMC 18.13.140, the Hearing Examiner shall conduct a public hearing prior to making a decision on a preliminary plat.

After approval of a preliminary plat, the applicant may apply for construction permits to construct the roads, utilities and grading of the lots. A final plat review will follow after subdivision infrastructure has been installed or bonded for prior to recordation. Single family building permits may then be issued for individual lot construction.

The applicant shall apply for a Site Work Permit to construct the roads, utilities and grading of the lots. A final plat review will follow after subdivision infrastructure has been installed or bonded for prior to recording.

3. Development and Design Standards – IMC Chapter 18.07

District Standards Table 18.07.360 – Single Family Suburban (SF-S) Zone

Development Standard	Required	Proposed
Maximum density	4.5 lots per acre (gross density)	1.56 lots per acre (gross density)
Lot size	9,600 square feet minimum	Varies between 8,312 SF and 14,140 SF. Smaller lot sizes allowed with density transfer from critical areas.

Lot width	70 feet	8 of 10 lots 70 feet, may vary with density transfer.
Front yard setback	20 feet	20 feet
Rear yard setback	10 feet	10 feet
Side yard setback	8 feet	8 feet
Maximum impervious area:	40% maximum	Unknown at this time, will be reviewed with Building Permits
Minimum pervious area:	60% minimum	Unknown at this time, will be reviewed with Building Permits
Building height:	30 feet	Unknown at this time, will be reviewed with Building Permits

Residential Density

The site is zoned Single-Family Suburban (SF-S) which allows a maximum density of 4.5 dwelling units per acre. Critical areas and associated buffers, including: steep slopes, wetlands, and streams cannot be developed and receive only partial density credit which may then be transferred to the developable area of the site. The gross site area is 6.4 acres. There are 1.83 acres of critical areas and buffers on the site. This equates to 28.6% of the total site area. The code allows 80% density credit when 21-30% percent of a site is encumbered with critical areas (IMC 18.10.450). The following formula is provided in the code to determine the allowed density on sites with critical areas:

Maximum Dwelling Units (DU) = Acres in Critical Areas/Buffers (1.83 Ac.) x Zoning Density (4.5 DU/Ac) x Density Credit of 80% (.80) = 6.58 DU + Acres outside critical areas/buffers (4.57 Ac) x Zoning Density (4.5 DU/Ac) = 20.56 DU = 27 total dwelling units.

The proposal for 10 lots has a gross density of 1.56 DU/Ac, well below the allowable maximum density of 4.5 DU/Ac which could yield 27 total dwelling units.

Minimum Lot Size

The SF-S zone has a 9,600 SF minimum lot size. However, the code allows “lot sizes below the minimum required for that zone to accommodate the transfer of density” from critical areas, provided the maximum zoning density is not exceeded. The intent of this code provision is to provide incentives for preservation of critical areas, flexibility in design, and to achieve residential density consistent with the Comprehensive Plan. The code doesn’t include specific guidance or a methodology to relate the degree of reduced lot sizes to the relative amount of critical areas on a site. Inneswood Estates includes 79,709 SF (1.83 acres) of critical areas and buffers and the sum total reduction in the lot sizes below the 9,600 SF minimum lot size is 4,569 SF. Thus, the proposed lot size reduction is far less than the area transferred from the on-site critical areas.

The code requires that building setbacks and impervious surface coverage (40%) standards are maintained on the reduced-sized lots. Therefore, house sizes will be proportional to the lot sizes, which maintains consistency with neighborhood character.

Building Setbacks

The SF-S zone requires a 20-foot front yard building setback, a 10-foot rear yard setback and 8-foot side yard setbacks. The proposed lots provide ample area to meet the setback requirements. Plan sheet PO3 shows the required building setbacks on each lot.

Impervious surface area

The SF-S zone allows a maximum impervious surface area of 40%. Critical areas and buffers may be counted toward the pervious surface requirement. The total site area is 6.4 acres and Tract A (steep slope and tree retention tract) is 3.5 acres which equates to 55% of the total site would be preserved as pervious surface. In addition, the 40% maximum impervious surface limit will be applied to and verified with building permits on each of the residential lots.

4. Non-motorized Facilities in Single Family Developments (IMC 18.07.081)

This code section requires all new single family developments (2 or more lots) to provide nonmotorized access by walkways, shared use paths or trails to link developments to activity centers, parks, open spaces, schools, public streets, public facilities, etc. The requirement is for non-motorized, off-road facilities in addition to any required sidewalks or bike lanes. The purpose stated in the code is to increase safe nonmotorized access and mobility, to help remove nonmotorized and vehicular movement conflicts, and to support transportation options.

Parcel A and Tract A were created with approval of a short plat (SP13-00002, Exhibit 4) in 2014, which segmented the west upper portion of the site, presently proposed for the residential subdivision, from the multi-family residential parcel (zoned Mixed Use Residential) along Newport Way. With the short plat, the applicant recorded a public pedestrian access easement for a trail through the subject site to connect the proposed subdivision to Newport Way NW. The trail would connect on the west end to an existing pedestrian easement on Lot 2 of the Morgan's View subdivision and through Lot 10 to the sidewalk along the new road, and then meander through Tract A and Tract B (the critical area/tree retention tract associated with the multi-family property) to reach Newport Way NW. The trail would provide a pedestrian connection from the proposed plat and "The Woods" subdivisions to Issaquah Elementary School and the Issaquah Commons shopping area on Newport Way NW. The applicant shall construct or bond for the trail segment through Parcel A and Tract A prior to recording the preliminary plat. Consistent with notes on the short plat, the alignment of the trail shall be determined in the field to avoid impacts to existing trees and vegetation and to best accommodate the topography. Future maintenance of the trail shall be the responsibility of the Homeowner's Association.

5. Parking – IMC Chapter 18.09

The code requires 2 parking spaces per single family residence. Per the applicant, each residence will have a 2-car garage to meet this standard. This will be reviewed with building permits. Parking would also be available in driveways. The proposed street section provides a parking lane on the west side of the new street for additional parking spaces.

6. Landscaping and Tree Retention – IMC Chapter 18.12

Subdivisions in the SF-S zone are required to retain a minimum of 30% of the total caliper of existing significant trees outside of critical areas and buffers. The tree retention requirement has been met in Tract A. Tract A totals 3.5 acres and 1.83 of the area is steep slope and steep slope buffer area. The 1.67 acres in Tract A outside of the critical area/buffer retains sufficient caliper of trees to exceed the code requirement for the entire site. According to the arborist report, *Amended Supplemental Report to the Tree Inventory and Density Report, Greenforest Incorporated, dated July 15, 2014* (Exhibit 7), Tract A would provide a surplus of 582 diameter inches over the required tree retention. Therefore, no trees are required to be retained in Parcel A, the development parcel. Tract A shall be preserved as a critical area/open space tract, protecting vegetation and precluding development in perpetuity.

The proposed tree retention meets code priorities in terms of saving trees in large groupings to form a continuous canopy and preserving native trees adjacent to critical areas/buffers. Tract A, the steep slope/tree retention tract, would provide a large, contiguous forested area valuable to maintaining wildlife habitat. Tract A would also separate and buffer the proposed single family residential development from the future, higher intensity multi-family development proposed along Newport Way NW.

Clearing and grading shall be outside the critical root zone of significant trees in Tract A to the extent possible. This may require adjusting clearing/grading limits back from the rear of the lots. Approved tree protection measures shall be in place prior to any other construction or demolition activities. They shall be installed in conjunction with clearing and grading limits.

After rough clearing and grading, the edge or boundary between Tract A and the residential lots shall be evaluated for hazard trees. If removal of hazard trees is necessary in Tract A, the City may require replacement tree planting along the edge of Tract A.

The plans include a preliminary landscape plan (Sheet PO6) showing street trees and landscaping on both sides of the new street. The plant selection and landscape details will be further reviewed with construction permits.

7. Environmental Protection – IMC Chapter 18.10

Environmental Review:

The City's SEPA Responsible Official reviewed the proposed subdivision and determined it would not have a probable significant adverse impact on the environment. The determination was made after review of a completed environmental checklist, technical reports and site plan materials. Accordingly, the City issued a Mitigated Determination of Non-Significance (MDNS) on December 31, 2014 (Exhibit 11). The 21-day combined comment/appeal period ended January 21, 2015. No comments were received or appeals filed. The SEPA mitigation measures are included as project conditions for the preliminary plat application.

Critical Areas Regulations:

Steep slopes along the west portion of the site exceed 40% and are therefore protected as an environmental critical area. The applicant proposes to reduce the 50-foot steep slope buffer to 10 feet, as allowed under IMC 18.10.580. There would be a 15-foot building setback from the reduced buffer and no occupied building may be within 25 feet of a steep slope. The applicant prepared geotechnical reports ((Icicle Creek Engineers, Exhibit 6) to address slope stability and the steep slope buffer reduction per the criteria in the code. The City conducted a peer review (SubTerra Inc., letter dated June 27, 2014, Exhibit 6) of the geotechnical report which concurred with the recommendations on the steep slope buffer reduction.

SEPA mitigation measures require:

- 1) All cited geotechnical design requirements, recommendations, and development practices specified in the Icicle Creek geotechnical reports shall be followed.
- 2) Detailed design of structures and retaining walls shall be reviewed for compliance with code criteria in IMC 18.10.580, prior to issuance of building or construction permits.
- 3) The applicant shall submit a geotechnical report evaluating specific building plans and grading plans prior to the issuance of construction and building permits. The geotechnical report shall follow City of Issaquah Development Services "Soils Report Requirements." A third-party independent review of the geotechnical report may be required at the applicant's expense.

- 4) The 15-foot building setback required from the reduced steep slope buffer extends onto the back of several lots (Lots 1, 2, 3, 5, 6, 8, 9). No structures or retaining walls over 4 feet in height are allowed within the building setback. This restriction shall be noted on the Final Plat.
- 5) The retaining wall along the north portion of the site would be between 14 and 19 feet in height. The wall may be visible from Newport Way NW and other areas and result in aesthetic impacts. The height of the wall may be reduced by breaking it up into a 2-tier wall. The applicant shall work with the Development Services Department to minimize the effective height of the retaining wall.

The Critical Areas Regulations requires the following measures for developments with steep slope reductions (IMC18.10.580): The applicant shall notify future buyers that the steep slope buffer was reduced and that development has occurred with fifty (50) feet of the steep slope. The applicant shall execute an agreement which indemnifies and holds the City harmless for development within fifty (50) feet of the steep slope. These measures are required prior to issuance of Building Permits.

8. Transportation Concurrency Management – IMC Chapter 18.15

Traffic impacts of the proposal were evaluated through traffic concurrency review. A Certificate of Traffic Concurrency was issued (CON13-00001, Exhibit 8) for 9 lots and later updated for 10 lots. Traffic concurrency concluded the 10 new residences would result in 13 new PM peak hour trips. The trip generation from 10 lots would not result in significant adverse impacts on the local street system.

9. Street Standards – (Ord. No. 2600)

The residential lots would be accessed from a public street off NW Inneswood Pl. NW Inneswood Pl currently ends in a cul-de-sac at its east end and the developer of Inneswood Estates will be responsible for altering the cul-de-sac to create the street connection. The plat also includes a street connection north to NW Pickering Street (Pickering Hills plat), providing a secondary access to Newport Way NW. This connection would provide an alternative route and improve connectivity between neighborhoods.

The new public street within Inneswood Estates is aligned in a north-south direction and the right-of-way is 45 feet wide. Street improvements include two 10-wide travel lanes, 8 foot wide parallel parking lane on the western side of the street, 6 inch curbs on both sides of the street, a five foot wide planter and a 6 foot wide sidewalk on the eastern residential side of the street, and a five foot wide planter on the western side of the street. A street section is provided on sheet PO4. The new street terminates into an access easement to serve Lots 9 and 10.

A 20-foot emergency turnaround easement is provided between Lots 7 and 8. Eastside Fire & Rescue reviewed the turnaround and approved that it would provide adequate emergency access. The emergency turnaround shall be signed for “no parking, fire lane.”

Street lighting fixtures shall be selected to minimize light and glare impacts on adjacent properties.

10. Utilities

Water and sewer utilities will be provided by the City of Issaquah and there are no issues with capacity of the water/sewer system or providing service to the proposed development.

The proposed roads and homes would generate increased stormwater runoff. The road and lots would be graded to drain toward the east. This would prevent drainage generated by the development from impacting adjacent properties. Stormwater is proposed to be collected and piped downslope through the steep slope/tree retention Tract A to a stormwater detention vault located along Newport Way NW. Alignment and construction of the stormwater line through Tract A shall avoid removal and impacts to trees to the extent feasible. City staff shall approve the alignment and construction method prior to issuance of construction permits.

11. Parks and Recreation, Schools

Parks and Recreation: The code doesn't require active recreation areas to be provided on site; a parks impact fee will apply to each building permit to fund future acquisition and provision of active park areas. The site is approximately ¼ mile from Tibbetts Valley Park, which provides ball fields and tennis courts.

Schools: The subdivision is in the Issaquah School District and is currently served by Issaquah Valley Elementary School, Issaquah Middle School and Issaquah High School. A school bus stop location has not yet been determined.

12. Washington State Subdivision Law

The criteria for review of a preliminary plat are set forth in RCW 58.17.110 as follows:

Approval or disapproval of subdivision and dedication — Factors to be considered — Conditions for approval — Finding — Release from damages.

(1) The city, town, or county legislative body shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. It shall determine: (a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.

(2) A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication. If it finds that the proposed subdivision and dedication make such appropriate provisions and that the public use and interest will be served, then the legislative body shall approve the proposed subdivision and dedication. Dedication of land to any public body, provision of public improvements to serve the subdivision, and/or impact fees imposed under RCW [82.02.050](#) through [82.02.090](#) may be required as a condition of subdivision approval. Dedications shall be clearly shown on the final plat. No dedication, provision of public improvements, or impact fees imposed under RCW [82.02.050](#) through [82.02.090](#) shall be allowed that constitutes an unconstitutional taking of private property. The legislative body shall not as a condition to the approval of any subdivision require a release from damages to be procured from other property owners.

The proposed preliminary plat meets the “factors to be considered” and requirements of RCW 58.17.110. The plat includes appropriate provisions for utilities (potable water supplies, sanitary wastes), streets, open spaces, and drainageways. Impact fees will be required with building permits for parks and recreation, schools, traffic, fire, general government, and police. Sidewalks would provide safe walking routes to school bus stops. Appropriate provisions are made for the public health, safety and general welfare and the public use and interest will be served by the platting and dedication.

13. Impact Fees

Impact fees are required for each new single family residence. The following impact fees will be required and the applicable cost calculated at the time of issuance of building permits for each residential unit: Transportation, Fire, Schools, Parks, General Government (SEPA), Police (SEPA).

PUBLIC COMMENTS:

Public comments were received after the mailed Notice of Application, the Community Conference meeting (November 14, 2012), and the Neighborhood Meeting (December 4, 2013). All public comments received are included as Exhibit 12.

CONCLUSIONS:

The proposed Inneswood Estates Preliminary Plat is consistent with the Issaquah Comprehensive Plan, Issaquah Land Use Code, and other applicable development regulations. The proposal meets the approval criteria of the Subdivision Code, IMC 18.13, and Washington State Subdivision Code, RCW 58.17.110. The project as reviewed above and conditioned below provides appropriate provisions for the public health, safety, and general welfare.

ADMINISTRATION’S RECOMMENDATION:

The City of Issaquah Administration recommends **Approval** of the Inneswood Preliminary Plat, PP13-00003 subject to the following conditions:

SEPA Mitigation Measures

1. All cited geotechnical design requirements, recommendations, and development practices specified in the Icicle Creek geotechnical reports shall be followed.
2. Detailed design of structures and retaining walls shall be reviewed for compliance with code criteria in IMC 18.10.580, prior to issuance of building or construction permits.
3. The applicant shall submit a geotechnical report evaluating specific building plans and grading plans prior to the issuance of construction and building permits. The geotechnical report shall follow City of Issaquah Development Services “Soils Report Requirements.” A third-party independent review of the geotechnical report may be required at the applicant’s expense.
4. The 15-foot building setback required from the reduced steep slope buffer extends onto the back of several lots (Lots 1, 2, 3, 5, 6, 8, 9). No structures or retaining walls over 4 feet in height are allowed within the building setback. This restriction shall be noted on the Final Plat.
5. The retaining wall along the north portion of the site would be between 14 and 19 feet in height. The wall may be visible from Newport Way NW and other areas and result in aesthetic impacts. The height of the wall may be reduced by breaking it up into a 2-tier wall.

The applicant shall work with the Development Services Department to minimize the effective height of the retaining wall.

6. Tract A shall be preserved as a critical area/open space tract, protecting vegetation and precluding development in perpetuity. This shall be noted on the Final Plat.
7. Approved tree protection measures for trees in Tract A must be in place prior to any construction or demolition activities and installed in conjunction with limits of clearing and grading delineation. Clearing and grading shall be outside the critical root zone of significant trees in Tract A to the extent possible. This may require adjusting clearing/grading limits back from the rear of the lots.
8. After rough clearing and grading, the edge or boundary between Tract A and the residential lots shall be evaluated for hazard trees. If removal of hazard trees is necessary in Tract A, the City may require replacement tree planting along the edge of Tract A.
9. The applicant should mitigate for potential impacts on public services with a voluntary contribution for the General Government Buildings and Police Mitigation Fees. Applicant objections to the voluntary payment should be made during the SEPA comment period. The mitigation fee is to be paid prior to issuance of building permits and the actual fee amount is determined at that time.

Recommended Preliminary Plat Conditions

10. The applicant shall notify future buyers of lots, through a mechanism acceptable to the DSD Director, that the steep slope buffer was reduced and that development has occurred with fifty (50) feet of the steep slope, prior to issuance of Building Permits.
11. The applicant shall execute an agreement which indemnifies and holds the City harmless for development within fifty (50) feet of the steep slope, required prior to issuance of Building Permits.
12. The applicant shall provide a 15-foot wide landscape buffer along the west edge of the access easement serving Lots 9 and 10 in order to mitigate the development impacts on the abutting properties.
13. The applicant shall apply for a Site Work Permit to construct the roads, utilities and grading of the lots. A final plat review will follow after subdivision infrastructure has been installed or bonded for prior to recording.
14. Building setbacks and a 40% impervious surface limit shall be met on each of the residential lots and this will be reviewed and verified with building permits.
15. The applicant shall construct or bond for the trail segment through Parcel A and Tract A prior to recording the preliminary plat. The alignment of the trail shall be determined in the field to avoid impacts to existing trees and vegetation and to best accommodate the topography. Future maintenance of the trail shall be the responsibility of the Homeowner's Association.
16. The 20-foot emergency turnaround easement provided between Lots 7 and 8 shall be signed for "no parking, fire lane."
17. Street lighting fixtures shall be selected to minimize light and glare impacts on adjacent properties.
18. Alignment and construction of the stormwater line through Tract A shall avoid removal and impacts to trees to the extent feasible. City staff shall approve the alignment and construction method prior to issuance of construction permits.

19. Impact fees are required for each new single family residence. The following impact fees will be required and the applicable cost calculated at the time of issuance of building permits for each residential unit: Transportation, Fire, Schools, Parks, General Government (SEPA), Police (SEPA).
20. The following critical area regulation conditions shall apply prior to final plat:
 - 1) Permanent survey stakes shall be set to delineate the boundaries between critical area tracts and adjoining lots.
 - 2) Signs between critical area tracts and adjacent lots shall be installed, explaining the type and value of the critical area.
 - 3) The final plat shall include language to protect the critical area tract from development in perpetuity.

EXHIBIT LIST:

1. Preliminary Plat application, PP13-00003, including Affidavit of Agent Authority/Ownership
2. Vicinity map
3. Project description
4. Inneswood Estates Short Plat, SP13-00002
5. Preliminary Plat Plans – Sheets 1-7 (Core Design), revised plans received 12/29/2014
6. Geotechnical Reports: Geotechnical Report – Storm Drain Hillside Installation (Icicle Creek Engineers) dated June 2, 2014; Revised Geotechnical Report (Icicle Creek Engineers) dated December 31, 2013; Geotechnical Report – Deep-Seated Landslide Evaluation, Slope Stability Analysis (Icicle Creek Engineers) dated June 2, 2014; Memo – Steep Slope Critical Area Study (Doug Schlepp) dated March 4, 2014; Geotechnical Review, Comments and Recommendations (SubTerra Inc.) dated June 27, 2014.
7. Amended Supplemental Report to the Tree Inventory and Density Report (Greenforest Incorporated), received 7/15/2014
8. Certificate of Transportation Concurrency, CON13-00001, dated 1/12/2015
9. Public Notice – Notice of Application, Notice of Proposed Land Use Action sign affidavit, Notice of Neighborhood Meeting, SEPA Determination, Notice of preliminary plat public hearing sent to property owners, Preliminary plat public hearing notice published in Issaquah Press.
10. Environmental Checklist, received 5/13/2014
11. SEPA Determination issued 12/31/2014
12. Public comments
13. Staff report, 3/25/2015